

City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 16, 2015

TO: TRANSPORTATION COMMISSION

FROM: TRANSPORTATION AND ENVIRONMENTAL SERVICES

SUBJECT: AGENDA ITEM #7 - WMATA'S PROPOSED STATE OF GOOD OPERATIONS CHANGES

ISSUE: Consideration of WMATA's State of Good Operations (SOGO) service change proposals which would affect residents of the City of Alexandria.

RECOMMENDATION: That the Transportation Commission:

- (1) Receive information about the proposed WMATA SOGO bus service changes
- (2) Provide comments regarding these service changes.

BACKGROUND: WMATA annually reviews all of its bus services to determine if there are ways to reallocate resources in a budget neutral manner to give better bus service in areas where it is needed and to trim services in areas where it is not. WMATA is currently in the process of soliciting opinions about bus services changes which may go into effect in 2016. WMATA is initiating a number of direct communications with patrons who will be affected by these changes such as pop-up meetings at major transit stops, rider interviews on services, public hearings, and web surveys. The following is a detailed description of each change:

Route 9A is proposed for elimination. This is an all-day service which connects the Pentagon with Huntington Metrorail station with a routing that uses Eads Street, Jefferson-Davis Highway, Powhatan Street, Washington Street, Gibbon Street, Route 1, and Huntington Avenue. This service has generally had fairly low ridership. Metroway, 10A, and 10B, and DASH Route AT2 provide good bus service in most of the areas served by this route. By eliminating this route some of its resources can be transferred to a redesigned Route 10A. The concern of City staff is that more information is needed regarding the number of riders potentially affected by this change, and that WMATA will not be providing any service on Jefferson Davis Highway, north of East Glebe Road, and will stop providing service on Powhatan Avenue.

Route 10A is proposed for service changes. Currently this route travels from the Pentagon to Hunting Towers by Eads Street, Army-Navy Drive, Joyce Street, 15th Street, Eads St. 23rd St. Mt. Vernon Avenue, Pendleton Street, and Washington Street. This service will use its current alignment, but an extension will be made to the Huntington Metro using Gibbon, Route 1, and

Huntington Avenue. WMATA is proposing to increase the service on Route 10B to compensate for the loss of 10A service to Hunting Towers.

Routes 10R and 10S are proposed for elimination. This route serves as extension of some formerly 10A trips from the Pentagon to Rosslyn. This was done to provide an alternative transit option from the Route 1 and Mt. Vernon corridors to the Rosslyn-Ballston corridor. This service does not appear to be used very well.

Route 21A and Route 21D service changes are proposed. Currently these routes are peak-only express routes which provide express transit service from the area of Alexandria south of Duke Street and west of S. Reynolds. It is a reimbursable route which means that Alexandria pays the entire cost of the route. WMATA has a proposal to modify this route so that it would serve the Bren Mar Park area of Fairfax County, allowing WMATA to eliminate Routes 18E and 18F. The City of Alexandria and WMATA are evaluating concepts of the route, which could result in reduced costs for the city.

Routes 7A, 7H, 7X and 7Y late night service reductions are proposed. Portions of Route 7H in Fairfax County will be eliminated, while 7X service will actually be increased in Alexandria. Several options are posed for Route 7Y to make it faster. One option is to eliminate service between 18th and I St. NW and the Convention Center, The second option is to bypass the Pentagon. The third option is to use the 14th Street Bridge, to DC rather than the Roosevelt Bridge.

Route 28X truncation is proposed. Currently it is a limited stop, peak hour only service from Tysons Corner to the Mark Center. The Department of Defense has been providing much of the funding for this service, and has told WMATA that they may not be able to provide the current level of funding in the future. One option is to decrease headways to every 30 minutes from the existing 15 minutes. Another would start the service at the East Falls Church Metro station and use Roosevelt Boulevard, Route 7, George Mason Drive, and Seminary Road to get to the Mark Center.

Route 10B and 29N service increase is proposed. The SOGO proposal calls for 10B services to operate every 15 minutes, rather than every 30 minutes during the peak hour, to compensate for the loss of service to Hunting Towers. Route 29N is proposed to operate every 30 minutes, rather than every 60 minutes on Saturday and Sunday.

Route 5A elimination is proposed. The final SOGO proposal which would affect Alexandrians, even though the service is not in Alexandria is eliminating Route 5A. This route provides express service from L'Enfant Plaza in the District of Columbia, Rosslyn, in Arlington County, and Dulles Airport.

The next steps of the SOGO process are to continue to have jurisdictional meetings throughout September/ October 2015.

- WMATA staff will share feedback with jurisdictions regarding proposed changes - October 2015.
- WMATA Staff will prepare a docket for the Board approval based on jurisdictional

feedback and concurrence - November/December 2015

- WMATA will share the board approved changes in Spring 2016 and implement in Summer 2016

For more information regarding the SOGO changes please see the links below:

<http://www.wmata.com/bus/BetterBus.cfm>

<http://www.wmata.com/bus/VAMapsTranslations.pdf>